

Thursday, April 12, 2018

GRANT ROAD AREA CONCEPT PLAN

***A CONCEPTUAL LAND USE AND
TRANSPORTATION PLAN FOR***

CP-5/6A

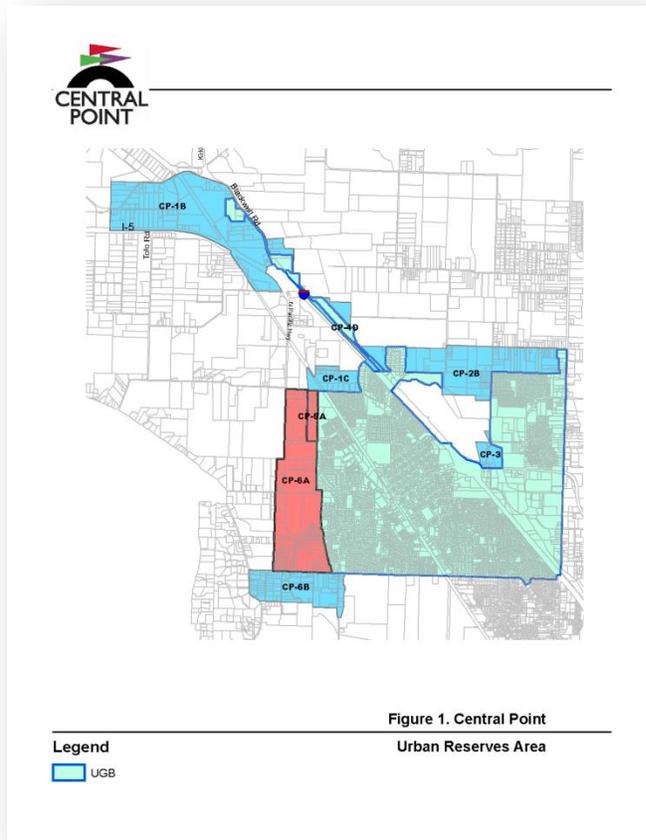
***AN URBAN RESERVE AREA OF THE CITY OF
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No.1533, April, 2018

PART 1. INTRODUCTION

As part of the Regional Plan Element¹ it is required that the City prepare and adopt for each of its eight (8) Urban Reserve Areas (URAs) a Conceptual Land Use Plan² and a Conceptual Transportation Plan³ prior to or in conjunction with an Urban Growth Boundary (UGB) amendment within a given URA. This document addresses both conceptual plans, which are collectively referred to as the *CP-5/6 Concept Plan* ('*Concept Plan*'). Figure 1 illustrates CP-5/6's relationship to the City and the other URAs.



As used in this report the term 'concept plan' refers to a document setting forth a written and an illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to the specific (Urban Growth Boundary Amendment, annexation and then site development). In the case of CP-5/6 the goal is to satisfy the Bear Creek Valley Regional Plan land use distributions, the target residential densities the City agreed to and the applicable performance indicators that are part of

the monitoring and implementation process. The Concept Plan also provides the basis for *collaborating with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County and other affected agencies*. The areas of CP-5 and CP-6 are combined in this document given their proximity to one another and because of CP-5's small size.

¹ City of Central Point Ordinance 1964

² City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.7

³ City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.8

The concept plan is a general land use guide prepared in accordance with the City's Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals or the applicability of land use planning law. These items will be appropriately addressed as all or part of the URA is proposed for inclusion in the City's Urban Growth Boundary. Annexation, zoning, site plan approval, and ultimately development are intended to be guided with the *Concept Plan in mind*.

The *Concept Plan* illustrates the City's basic development program for CP-5/6; which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the City's Regional Plan Element and Jackson County's Regional Plan including all applicable performance indicators set forth in these documents. The development concept for CP-5/6 compliments and supports local and regional objectives relative to land use distribution, target residential densities and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

PART 2. THE CONCEPT PLAN

The long-term plan for CP-5/6 is to satisfy Central Point's future growth needs and to serve as an urban-rural interface between town and country, maintaining the City's unique identity. The area is currently occupied by small farms and home sites which are generally west of the current city limits on Grant Road. The Concept Plan is comprised of two elements:

a. Conceptual Land Use Plan ('Land Use Plan')

The purpose of the Land Use Plan is to demonstrate how target residential densities will be met in the future and how the conceptual land uses will be consistent with general land use distribution in the Regional Plan. The City's Regional Plan Element identifies land use types in general as residential, employment, parks and open space, with a percentage distribution for each.

The percentages agreed to in CP-5/6 are residential (76%), employment (4%) and open space/park (20%). Employment land can include two categories in this case: commercial and civic. The Concept Plan for CP-5/6 refines these allocations by aligning them with the appropriate Comprehensive Plan Land Use and Zoning designations in the City's

Comprehensive Plan. Those designations are illustrated in Figure 2a, and tabulated in Table 1 as follows:

- i. **Residential.** The Comprehensive Plan’s residential designation is intended to ‘provide an adequate supply of housing to meet the diverse needs of the City’s current and projected households’. Land Use is broken down into three categories.
 - Low Residential;
 - Medium Residential; and
 - High Residential

- ii. **Employment.** The Comprehensive Plan’s commercial designation is intended to actively promote a strong, diversified and sustainable local economy that reinforces Central Point’s ‘small town feel’, family orientation and enhanced quality of life. Civic uses and convenience centers meet immediate needs in neighborhoods and reduce out of area vehicle trips.

- iii. **Parks and Open Space.** This Comprehensive Plan designation is consistent with agricultural buffering in the Regional Plan Element and allows for the continued use and improvement of irrigation systems and natural drainage. It also provides opportunities for passive recreational/open space use.

Township/Range/Section	Acreage	Future Zoning	Future Comp Plan	Current Ownership
372W04	394.0 (78%)	LRes, MRes, HRes	Residential	Private
372W04	18.0 (3.6%)	GC/Civic	Commercial	Private/Public
372W04	91.5 (18%)	Park/OS	Park/Open Space	Private/Public
TOTAL ACRES	503.5 (100%)			

b. Conceptual Transportation Plan (“Transportation Plan”)

The regionally significant transportation documents affecting CP-5/6 are the Central Point Transportation System Plan (TSP) and the Rogue Valley Regional Transportation Plan (RTP). The *Concept Plan* acknowledges these plans (Figure 2b, CP-5/6 Concept Plan) and includes policies that encourage the thoughtful development of the URA and surrounding properties.

c. Implementation Guidelines

The following guidelines are intended to serve as future action items:

Policy CP-5/6.1 Land Use: At time of inclusion in the City's urban growth boundary (UGB) the property will be shown on the City's General Land Use Plan Map as illustrated in the CP-5/6 Concept Plan, Figure 2a.

Policy CP-5/6.2 Transportation: At time of inclusion in the City's urban growth boundary the local street network plan, road alignments and transportation improvements and jurisdictional transfers identified in the Conceptual Transportation Plan and in other state and local plans and agreements will be implemented.

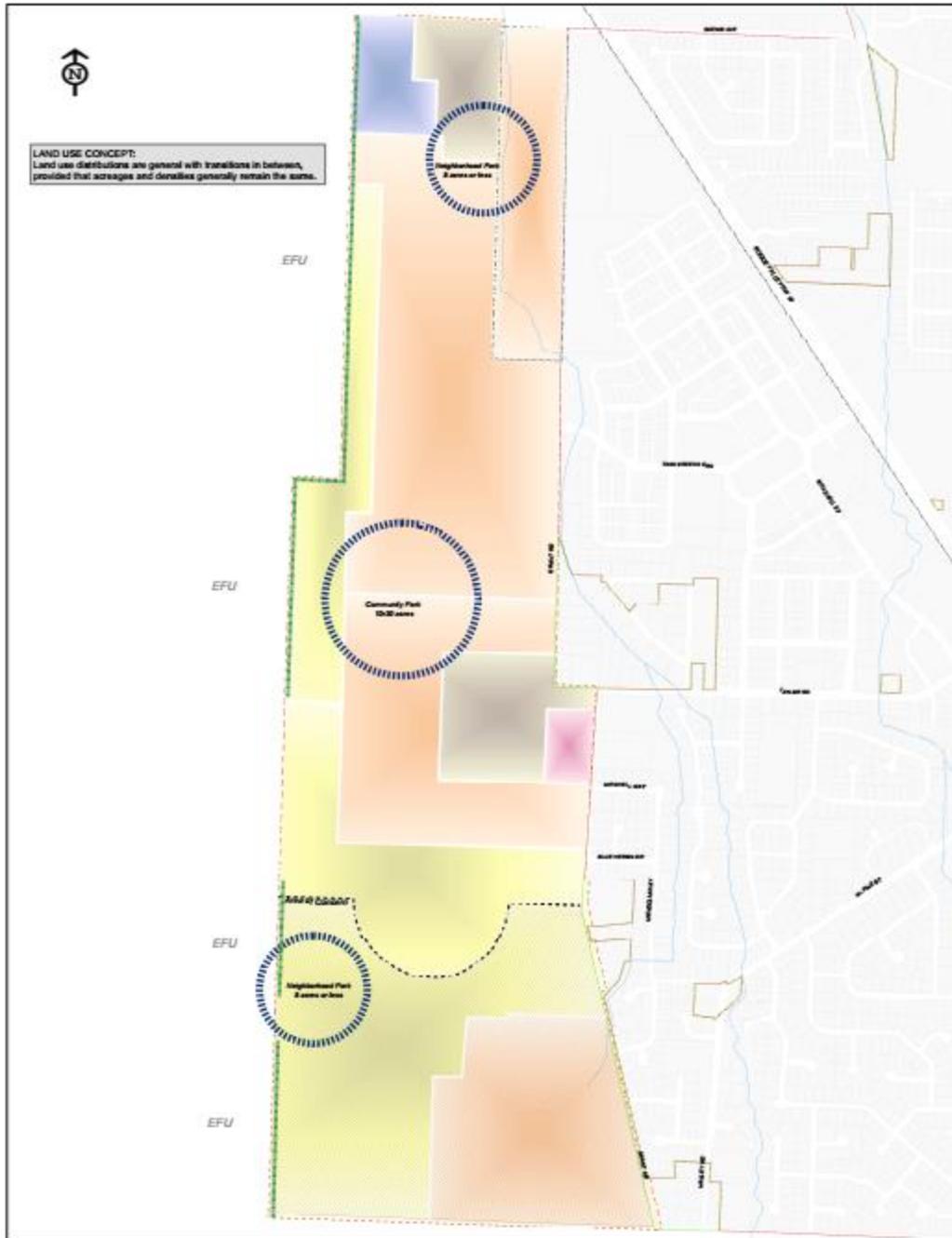
Policy CP-5/6.3 Urban Reserve Management Agreement (URMA) and Urban Growth Boundary Management Agreement (UGBMA): The City will periodically revisit mutual agreements with Jackson County in order to address the proliferation of 'cannabis grows' in proximity to urban residential land uses and the impact of new urban development upon existing/established 'county' neighborhoods. The City and County will continue to coordinate land use activity within planning boundaries.

Policy CP-5/6.4: Committed Residential Density: Upon UGB Expansion into CP-5/6 the county zoned residential land (e.g. RR and UR-1) will remain valid in 'less dense' subdivisions. Once annexed, land will be changed to City zoning and redevelopment will be encouraged to support the residential land use densities agreed to in the Regional Plan.

Policy CP-5/6.5 Parks and Open Space: Areas highlighted in the CP-5/6 Concept Plan, Figure 2a represent general location, type and size of future parks recommended by the Central Point Parks Master Plan and will be designed and approved by the City at time of development. The use of Irrigation easements will be pursued as bike and pedestrian paths where feasible.

Policy CP-5/6.6 Forest/Gibbon Acres Unincorporated Containment Boundary: The City and Jackson County have adopted an Area of Mutual Planning Concern for the management of Forest/ Gibbon Acres.

Policy CP-5/6.7 Agricultural Mitigation/Buffering: At time of UGB Expansion into CP-5/6, the City and County will coordinate with RRVID to identify, evaluate and prepare potential mitigation. The City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.



LAND USE CONCEPT:
Land use distributions are general with transitions in between, provided that acreages and densities generally remain the same.



Land Use Concept
CP-5A and CP-6A Concept Plan

Land Use Category	2015-2020		2020-2025		2025-2030		2030-2035		2035-2040		2040-2045		2045-2050	
	Area (Acres)	Density (Units/Acre)												
Low Residential	100	10	100	10	100	10	100	10	100	10	100	10	100	10
Medium Residential	200	20	200	20	200	20	200	20	200	20	200	20	200	20
High Residential	300	30	300	30	300	30	300	30	300	30	300	30	300	30
Commercial	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Total	650	18												

- Legend**
- Agricultural Buffer
 - Urban Growth Boundary (UGB)
 - Urban Growth Target Area
 - Low Residential
 - Medium Residential
 - High Residential
 - Commercial
 - Creek
 - Railroad
 - Area of Concern
 - Area of Concern (Priority)

Land use distributions are general with transitions in between, provided that acreages and densities generally remain the same.

LAND USE CONCEPT:

Land use distributions are general with transitions in between, provided that acreages and densities generally remain the same.

AREA OF CONCERN:

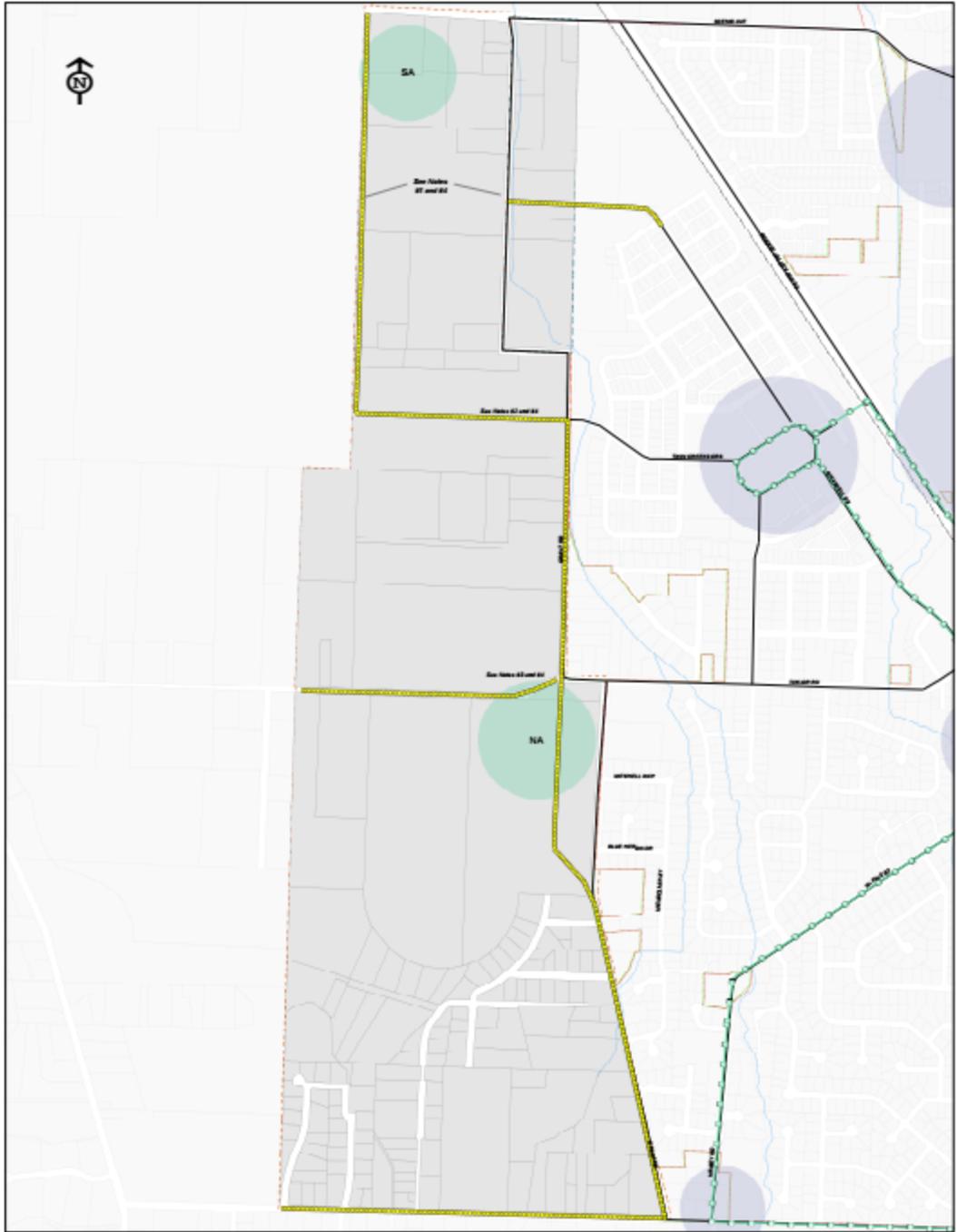
Residents living within the southern portion of CP-6A have expressed concerns about the impacts of potential future development immediately north of and within the Area of Concern boundary. Specific concerns include drainage, wells, density transitions, noise, lighting, view obstruction, and nuisance conditions that could arise due to new urban development. The Area of Concern purpose is to visually represent these concerns and to establish a policy that these be addressed at the time of Urban Growth Boundary Expansion, Annexation, and development application(s) subject to provisions in the Comprehensive Plan and Municipal Code.

Land Use Category	Gross Acreage (tax lot)	Parks Deduction*	Adjusted Gross Acreage	Minimum Density	Minimum DU Yield	Average Density
Lres	171.3	20	151.3	4	605	
Mres	253.9	18	235.9	7	1651	
Hres	33.8	2	31.8	20	637	
Total Residential	459.1	40	419.1		2894	6.90
Commercial	4.7	NA	4.7	NA	NA	NA
Civic	12.7	NA	12.7	NA	NA	NA
Total Employment	17.4	NA	17.4	NA	NA	NA
Parks & OS	40	NA	40	NA	NA	NA
Grand Total	476.4384		476.4384	NA	2894	6.90

Notes:
 * For purposes of density calculation, only public parks needed per the Parks Master Plan may be deducted. This table doesn't address the additional 51.6 acres identified in the Regional Plan.

Land Use Category	CP-5A		CP-6A		Combined Totals			
	% Distribution (Req'd)	Acreage (Req'd)	% Distribution (Req'd)	Acreage (Req'd)	Total Acreage (Req'd)	Total Acreage (Proposed)**	Overall % Distribution (Req'd)	Overall Distribution (Proposed)
Residential	91%	28.21	76%	337.44	365.65	367.5	77%	77%
Employment	0%	0	4%	17.76	17.76	17.4	4%	4%
Parks & Open Space*	9%	2.79	20%	88.8	91.59	91.6	19%	19%
TOTALS:	100%	31	100%	444	475	476.5	100%	100%

Notes:
 * Parks and Open Space locations are unknown at this time. The above distribution analysis is based on the required acreage per the Regional Plan.
 ** Area calculation for proposed acreage is based on the calculated geometry of land use shapefiles minus existing right-of-way per the Regional Plan. Differences are attributed to the methodology and are not significant.



Transportation Concept CP-5A and CP-6A Concept Plan

Legend

CP-5A

Transportation Concept (PC Recommendations)

CP-6A

Existing City Streets

Collector

Major Arterial

Minor Arterial

Planned Future Transit Routes

Concept Activity Centers

Neighborhood Activity Ctr (NA)

School Activity Ctr (SA)

Existing Activity Centers

Stream

Railroad

Citylinks

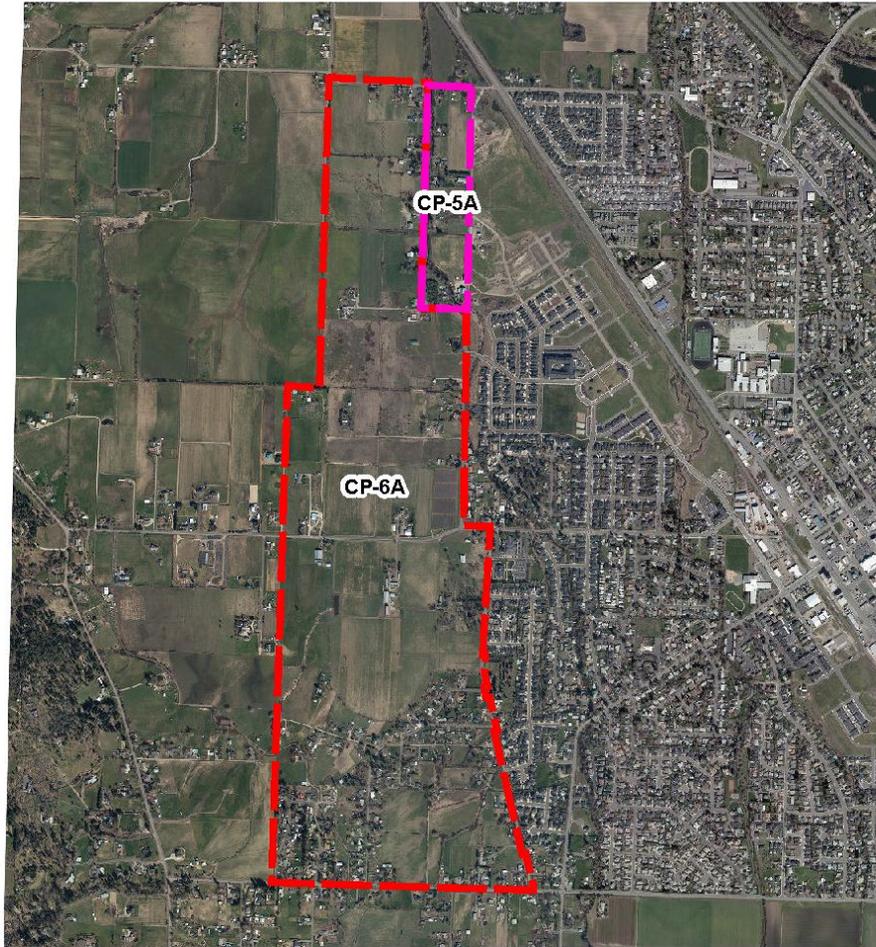
Urban Growth Boundary (UGB)

NOTES:

1. **Grant Road Realignment.** Grant Road is an existing County Collector. The Transportation Concept proposes realignment of the Collector along the eastern Grant Road alignment to avoid local hazards ("Over 20 and 40"). The final alignment will be determined based on a traffic study and public participation at the time of LRS expansion as necessary to update the City's Transportation System Plan (TSP).
2. **Twin Creeks Crossing at Grant Road.** Twin Creeks Crossing is an existing City Collector. The Transportation Concept retains Twin Creeks Crossing to flow Grant Road. The realignment type (i.e. roundabout, signalized intersection) will be determined as part of the traffic study/TSP update.
3. **Grant Road at Taylor Road.** The Conceptual Transportation Plan identifies the need to realign the intersection of Grant and Taylor Road. Currently there are two intersections within close proximity. As traffic increases on Grant and Taylor, realignment along here will be needed to avoid collisions, pedestrian, and bicycle safety concerns. The final alignment, realignment type, and realign status is subject to the traffic study/TSP update.
4. There are two conceptual activity centers prepared as part of the Land Use and Transportation Concept Plans. These are characterized by medium- and high-density residential land use and employment centers (i.e. School and University/Community). Pedestrian and bicycle facilities will be addressed at the time of development subject to master planning, site design and other zoning code provisions. Based on TSP's proposed transit routes on Taylor and Twin Creeks, the realigned Collector alignment contemplated as Transitway in the event there is a need an opportunity to expand transit service in Central Point.

NOTES:

1. Grant Road Relocation. Grant Road is an existing County Collector. The Transportation Concept proposes relocation of the Collector status from the current Grant Road alignment to avoid flood hazards ("New Grant Road"). The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary to update the City's Transportation System Plan (TSP).
2. Twin Creeks Crossing at Grant Road. Twin Creeks Crossing is an existing City Collector. The Transportation Concept extends Twin Creeks Crossing to New Grant Road. The connection type (i.e. roundabout, stop-controlled intersection) will be determined as part of the traffic study/TSP update.
3. Grant Road at Taylor Road. The Conceptual Transportation Plan identifies the need to re-align the intersection of Grant and Taylor Road. Currently there are two intersections within close proximity. As traffic increases on Grant and Taylor, correcting alignment here will be needed to avoid vehicular, pedestrian, and bicycle safety concerns. The final alignment, connection type, and roadway status is subject to the traffic study/TSP Update.
4. There are two conceptual activity centers proposed as part of the Land Use and Transportation Concept Plans. These are characterized by medium and high density residential land use and employment centers (i.e. School and Mixed-use/Commercial). Pedestrian and bicycle facilities will be addressed at the time of development subject to master planning, site design and other zoning code provisions. Based on RVTD's planned transit routes on Hanley and Twin Creeks, the realigned Collector concepts contemplated as transit-ready in the event there is a need an opportunity to expand transit service in Central Point. .



- Legend**
CP URAs
AREA_
 CP-5A
 CP-6A

Figure 3. Aerial Map

CP-5/6 Concept Plan

PART 3. SUPPORT FINDINGS

The findings present in this section provide both background information and address the Regional Plan Element's Performance Indicators.

a. Current Land Use Characteristics

This section describes the general character of CP-5/6 in its current condition.

Natural Landscape: CP-5/6 is traversed by various creeks and waterways east and west of grant road which bisects the two URAs. Various ponds and wetlands have formed along the creeks and some are independent from them.

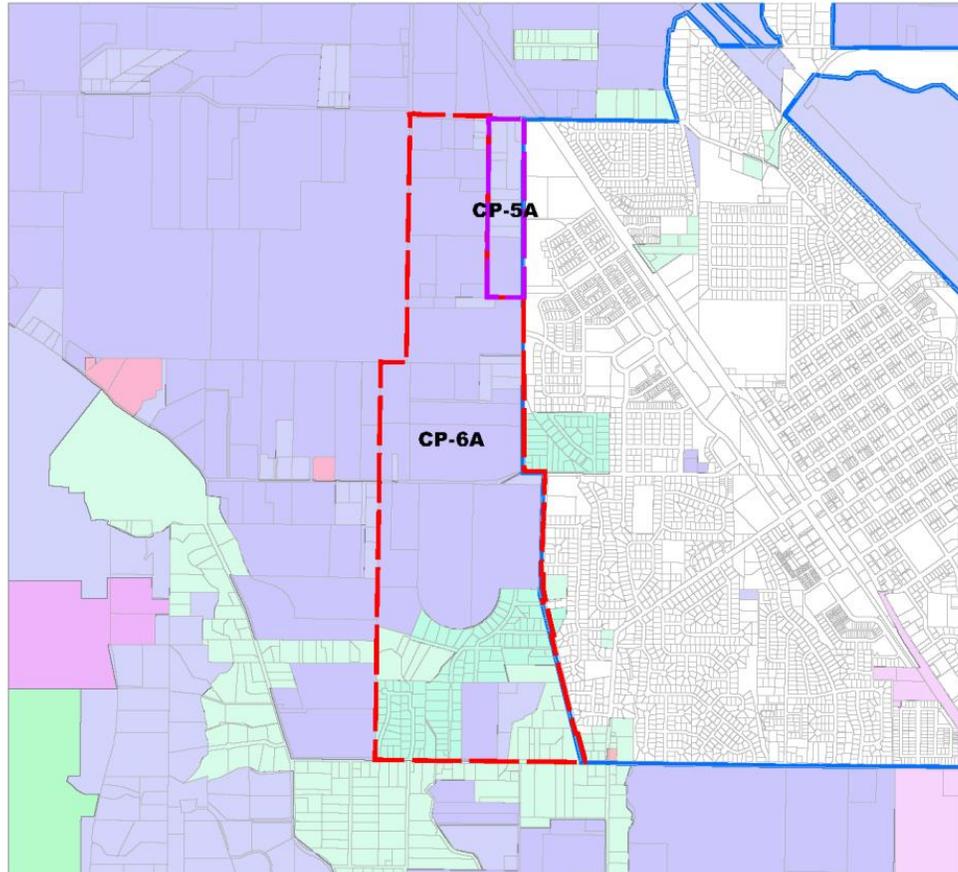
Topographically, the land in CP-5/6 is flat but gently sloping to the north/northeast.

In spite of the numerous creeks, ponds and wetlands present in the URA, there are relatively few tax lots that are subject to the flood hazards as shown in Figure 4. The 31 acres that make up CP-5 are most affected by flood hazards which reduce the total buildable area to roughly 19 acres. Those areas that are subject to flood zones will be required to perform mitigation.

Cultural Landscape: CP-5/6 is oriented to the west of the current city limits and the Urban Growth Boundary which is Grant Road. The preponderance of land in the URAs is Exclusive Farm Use (EFU) and is irrigated by the Rogue River Valley Irrigation District (RRVID). Active farming is done west of Grant Road consisting of grazing, truck crops and now cannabis. Other land (approximately 150 acres) in the URA has been subdivided into rural residential lots (Figure 5) some of which are served by the Rogue Valley Sewer Service (Figure 6). No city water has been extended into these URAs.

b. Current Land Use Designations & Zoning

Jackson County zoning acknowledges the unique geographic features of CP-5/6 by designating land for both agricultural and residential uses. The area's proximity to the Central Point UGB and the city limits make it plausible and convenient to extend city infrastructure and services in this direction. The existing county land uses and zoning are shown in Figure 5.



Legend

ZONE	IC	RR-10	UR-1
AR	LI	RR-2.5	UR-10
ARS	LU	RR-5	UR-30
EFU	NC	RR-5(A)	UR-8
FR	OSR	RRS	WR
GC	RLI	RS	
GI	RR-00	SVRS	

Figure 5. Zoning

 UGB

**Urban Reserve Area CP-5A/6A
Concept Plan**

%cpfile1\department\PLANNING\GIS Map Projects\City Projects\CP-1B Concept Plan\CP-1B County Zoning

c. Existing Infrastructure

Water

Currently, public water service is not available to CP-5/6, and will have to be extended from the Twin Creeks Development, Taylor and Grant Roads.

Sanitary Sewer

CP-5/6 is in the RVSS service area and some sewer lines have been extended into the Residential areas south of Taylor Road (Figure 6). More lines will have to be extended to the area.

Storm Drainage

CP-5/6 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to various creeks.

Street System

CP-5/6 is accessed via Scenic Road, Taylor Road and Beall Lane from the east and the west. Grant Road runs north and south and forms one boundary of the two URAs. These roads are primary collectors and others roads are envisioned to be built in order to promote better internal circulation (see Figure 2) and to relieve demand on existing roads that may ultimately have capacity limitations.

Irrigation District

CP-5/6 is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via canals, laterals and some natural means. Most of the land in these URAs is irrigated (see Figure 7).

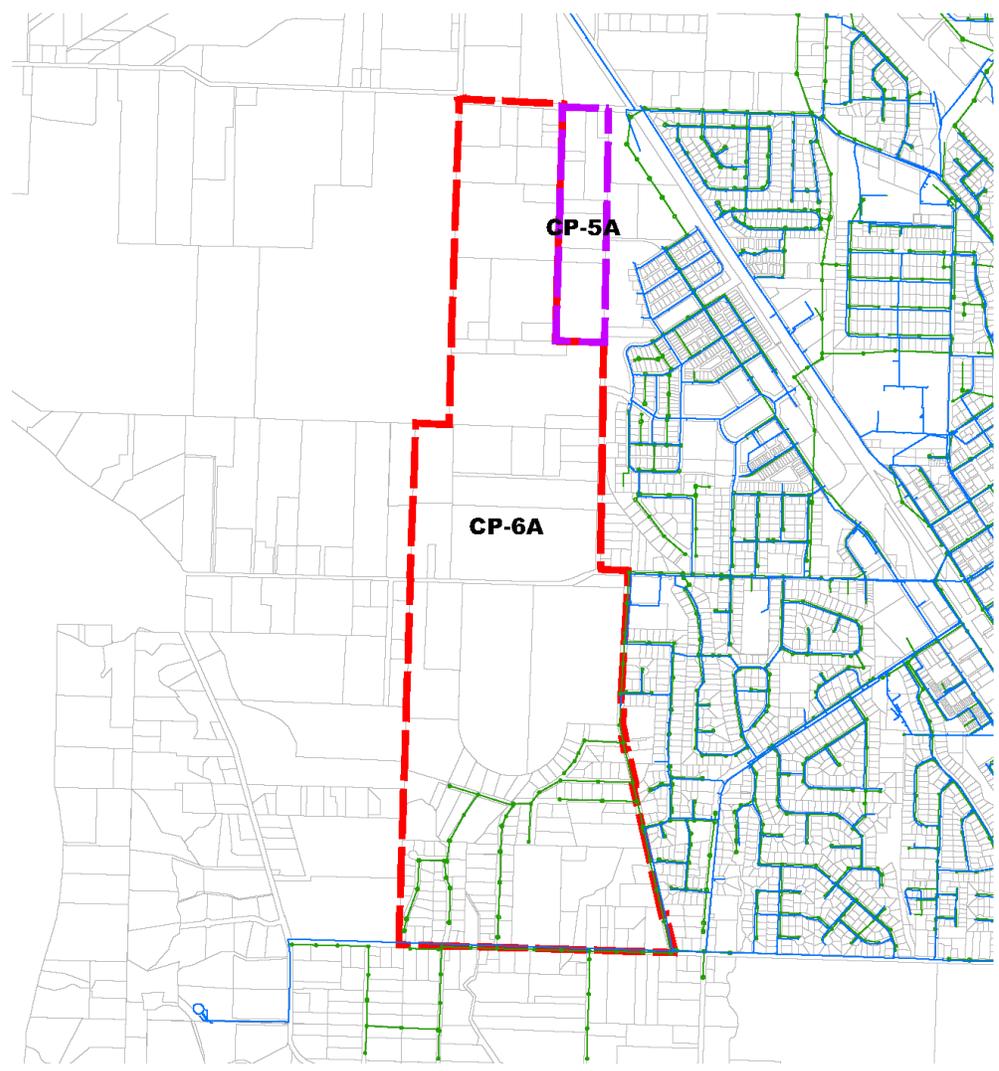


Figure 6. Utilities

Urban Reserve Area CP-5A/6A
Concept Plan

Legend

- Waterline Mains
- Rogue Valley Sewer Services

d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators⁴, not all of which are applicable to all urban reserve areas. Table 2 identifies the primary Performance Indicators applicable to the CP-1B Concept Plan.

Table 2 Performance Indicators Specific to Conceptual Plans			
No.	Description	Applicability	
		Yes	No
4.1.1	County Adoption		X
4.1.2	City Adoption		X
4.1.3	Urban Reserve Management Agreement		X
4.1.4	Urban Growth Boundary Management Agreement		X
4.1.5	Committed Residential Density	X	X
4.1.5.1	Minimum Residential Density Standards	X	
4.1.6	Mixed-Use/Pedestrian Friendly Areas	X	
4.1.7	Conceptual Transportation Plan	X	
4.1.7.1	Transportation Infrastructure	X	
4.1.8	Conceptual Land Use Plan	X	
4.1.8.1	Target Residential Density	X	
4.1.8.2	Land Use Distribution	X	
4.1.8.3	Transportation Infrastructure	X	
4.1.8.4	Mixed Use/ Pedestrian Friendly Areas	X	
4.1.9	Conditions Specific to Certain URAs	X	
4.1.9.1	CP-1B, IAMP Requirement		X
4.1.9.2	CP-4D, Open Space Restriction		X
4.1.9.3	CP-4D, Roadways Restriction		X
4.1.9.4	CP-6B, Institutional Use Restriction		X
4.1.9.5	Central Point URA, Gibbon/Forest Acres	X	
4.1.10	Agricultural Buffering		X
4.1.11	Regional Land Preservation Strategies	X	X
4.1.12	Housing Strategies	X	
4.1.13	Urban Growth Boundary Amendment	X	
4.1.13.1	UGB Expansions Outside of URAs		X
4.1.14	Land Division Restrictions		X
4.1.14.1	Minimum Lot Size		X
4.1.14.2	Cluster Development		X
4.1.14.3	Land Division & Future Platting		X
4.1.14.4	Land Divisions & Transportation Plan		X
4.1.14.5	Land Division Deed Restrictions		X
4.1.15	Rural Residential Rule		X
4.1.16	Population Allocation	X	
4.1.17	Greater Coordination with RVMPO	X	

⁴ City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators

4.1.17.1	Preparation of Conceptual Transportation Plan	X	
4.1.17.2	Protection of Planned Transportation Infrastructure	X	
4.1.17.3	Regionally Significant Transportation Strategies	X	
4.1.17.4	Supplemental Transportation Funding	X	
4.1.18	Future Coordination with RVCOG	X	
4.1.19	Expo		X
4.1.20	Agricultural Task Force		X
4.1.21	Park Land	X	
4.1.22	Buildable Lands Definition		X

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 2. It should be noted that the numerical assignments to performance indicators differ from those in Jackson County’s Regional Plan however the performance indicator wording is the same. References to the County’s Plan will be cited in the following findings and conclusions.

4.1.5. Committed Residential Density (JC ref 2.5). The City has designated land within this URA to a regionally agreed to Dwelling Unit Per Gross Acre minimum of 6.9. Offsets for increasing residential densities within the city limit (in order to reduce URA densities below 6.9) have already been exercised.

Finding: The City has followed through with its commitment to the Greater Bear Creek Valley Regional Plan (GBCVRP) by assigning residential land use designations in this conceptual plan that achieve 6.9 units per gross acre.

Conclusion 4.1.5: Complies.

4.1.6. Mixed Use/Pedestrian Friendly Areas (JC ref 2.6). For land within a URA (or within a UGB outside the city limits), each city shall achieve the 2020 Benchmark targets for the number of dwelling units (Alternative Measure No. 5) and employment (Alternative Measure No. 6) in mixed use/pedestrian friendly areas as established in the most recently adopted RTP.

Finding: The Regional Transportation Plan (RTP) lists a 49% mixed-use dwelling unit target and a 44% mixed-use employment target for new development by 2020. The land use categories in the CP-5/6 Conceptual Plan can be developed to create walkable/ mixed use neighborhoods that are anchored by activity centers. There are two conceptual activity centers proposed (see Figure 2a). These are characterized by medium and high density residential land use and employment centers (i.e. School and Mixed-Use/Commercial).

Conclusion 4.1.6: Complies.

4.1.7. Conceptual Transportation Plans (JC ref 2.7). Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

4.1.7.1 (JC ref 2.7.1). Transportation Infrastructure. The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intra-city and inter-city, if applicable).

Finding: The regionally significant transportation corridors within CP-5/6 are County roads consisting of Beall Lane, Grant, Taylor and Scenic Roads. The transportation concept proposes Grant Road partial relocation to minimize flood hazard and facilitate road widening. The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary. Two city collector streets, Twin Creeks Crossing and North Haskell Street, are expected to be extended into the URA and connect with the new Grant Road alignment in the future. The City will collaborate with the local irrigation district in an effort to create interconnected bike and pedestrian paths where irrigation canals and laterals are undergrounded.

Conclusion 4.1.7.1: Complies.

4.1.8. Conceptual Land Use Plans (JC ref 2.8). A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

4.1.8.1. Target Residential Density (JC ref 2.8.1). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 (JC ref 2.5) will be met at full build-out of the area added through the UGB Amendment.

Finding: As illustrated in Table 3, the committed residential density in the CP-5/6 Concept Plan is consistent with that presented in the Regional Plan Element.

Table 3. Committed Residential Density Analysis				
Land Use Designation	Gross Acreage	Minimum Density	Minimum DU Yield	Proposed Density
Low Density Residential	126.5	4	505.9	1.3
Medium Density Residential	222.9	7.5	1671.6	4.2
High Density Residential	44.7	12	536.5	1.4
Residential Totals:	394.1		2714.0	6.9
Commercial	5.2	0	0	
Civic	12.7		0	
Employment Totals:	18.0			
Parks and Open Space Totals:	91.6		0	
TOTALS:	503.6		5428.08	6.9

Conclusion 4.1.8.1: Complies.

4.1.8.2. Land Use Distribution (JC ref 2.8.2). . The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1B, CP-1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.

Finding: As illustrated in Table 4, the proposed land use distributions in the CP-5/6 Concept Plan are consistent with those presented in the Regional Plan Element.

Table 4. RPS Land Use Distribution Analysis												
Land Use Category	CP-5A %	CP-5A	CP-5A	CP-5A %	CP-6A %	CP-6A	CP-6A	CP-6A %	Total	Total	Overall %	Overall %
	Distribution (Req'd)	Acreage (Req'd)	Acreage (Proposed)	Distribution (Proposed)	Distribution (Req'd)	Acreage (Req'd)	Acreage (Proposed)	Distribution (Proposed)	Acreage (Req'd)	Acreage (Proposed)	Distribution (Req'd)	Distribution (Proposed)
Residential	91%	31	34.4	100%	76%	356.6	359.7	77%	387.9	394.1	77%	78%
Employment	0%	0	-	0%	4%	18.8	17.9	4%	18.8	18.0	4%	4%
Parks and Open Space	9%	3	-	0%	20%	93.8	91.6	20%	96.9	91.6	19%	18%
TOTALS:	100%	34.4	34.4	100%	100%	469.2	469.2	100%	503.6	503.6	100%	100%

Conclusion 4.1.8.2: Complies.

4.1.8.3. Transportation Infrastructure(JC ref 2.8.3). The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 4.1.7 above.

Finding: The required transportation infrastructure per 4.1.7 is included in the CP-5/6 Concept Plan (see Finding 4.1.7).

Conclusion 4.1.8.3: Complies.

4.1.8.4. Mixed Use/Pedestrian Friendly Areas (JC ref 2.8.4). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 4.1.6 above will be met at full build-out of the area added through the UGB Amendment.

Finding: The Medium and High Residential land use designations and the Commercial land use designations in the Conceptual Plan each allow live-work development at the zoning level. This zoning has worked well in the City TODs which are active pedestrian areas and this is how the land will be zoned once it comes into the City. The department is currently updating the zoning code in order to use the TOD zoning categories throughout the City.

Oregon Administrative Rule (OAR 660-012-0060 (8)(b)) gives the City some latitude regarding a "mixed-use, pedestrian-friendly center or neighborhood" which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

- (i) Medium to high density residential development (12 or more units per acre);
- (ii) Offices or office buildings;
- (iii) Retail stores and services;
- (iv) Restaurants; and
- (v) Public open space or private open space which is available for public use, such as a park or plaza.

The City has defined the overall area as the URA and designated land uses for medium to high density residential zones. Once the zoning is in place there may be offices and retail services in first floor residential areas and/or in the commercially designated areas which we've identified as activity centers on the Transportation Concept map (Figure 2b). The public open space has been more broadly identified (circles) because it is not known at this time where the parks will be until there are individual master plans for development. The Parks and Recreation Master Plan will dictate size and type

The required mixed-use/pedestrian friendly areas per 4.1.6 are included in the CP-5/6 Concept Plan (see Finding 4.1.6).

Conclusion 4.1.8.4: Complies.

4.1.9. Conditions (JC ref 2.9). The following conditions apply to specific Urban Reserve Areas:

4.1.9.5 Central Point URA, Gibbon/Forest Acres. Prior to the expansion of the Central Point Urban Growth Boundary into any Urban Reserve Area, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary.

Finding: The City has coordinated with Jackson County and entered into an Area of Mutual Planning Concern Agreement prior to a UGB expansion into CP-5/6A.

Conclusion 4.1.9.5: Complies

4.1.10. Agricultural Buffering (JC ref 2.10). Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

Finding: CP-5/6 abuts EFU zoned lands along two sides of its borders (see Figure 5). There are some instances where buffering will be facilitated by natural stream channels and public rights-of-way. Some buffering has been shown in the Concept Plan (see Figure 2a). In all cases, during the design/development phase, the City will implement its adopted Agricultural Buffering Ordinance to mitigate potential land use conflicts.

Conclusion 4.1.10: Complies.

4.1.11. Regional Land Preservation Strategies (JC ref 2.11) Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of the Regional Plan or other land preservation strategies as they develop.

Finding: County residents in CP-6 have identified an 'area of concern' south of an old racetrack where there could be an urban-rural interface between property developed to City residential densities and property already developed to county residential densities. There are no Critical Open Space Areas (COSAs) as listed in Volume 2, Appendix V of the Regional Plan but the City will be sensitive to ways to create land use transitions once property is brought into the UGB and then proposed for development. Community buffering was actually intended to make distinctions between Cities by 1) preserving regionally significant open space and 2) emphasizing individual community identity.

Conclusion 4.1.11: Complies.

4.1.12. Housing Strategies (JC ref 2.12). Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan.

Finding: Central Point is currently participating with other Rogue Valley jurisdictions in developing a regional housing strategy and is meeting separately with the consultant to fine tune the City's policies and affordable housing development tools. In the meantime the City updated its Housing Element to reflect the proactive measures already taken to supply a range of housing types in Central Point. The Housing Element has been acknowledged by DLCDC and has also been praised by Housing Advocates. The City's commitment to higher densities and more efficient land use is reflected in this Concept Plan.

Conclusion 4.1.12: Complies.

4.1.13. Urban Growth Boundary Amendment. Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

Finding: The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The City has prepared this Conceptual Plan anticipating the receipt of proposals for UGB Amendment. Approval of the plan will make the City compliant with the Regional Plan and the priority system of the ORS and OAR.

Conclusion 4.1.13: Complies.

4.1.16. Population Allocation (JC ref 2.16). The County's Population Element shall be updated per statute to be consistent with the gradual implementation of the adopted plan. If changes occur during an update of the County's Population Element that result in substantially different population allocations for the participating jurisdictions of this Regional Plan, then the Plan shall be amended.

Finding: The City updated its Population Element in 2016 following the Coordinated Population Forecast for Jackson County, 2015-2035 prepared by the Population Research Center. The PSU forecast replaced the requirement for population forecasts to be based on a coordinated county forecast (HB 2253). The Conceptual Plan has been prepared using the new state forecasts.

Conclusion 4.1.16: Complies.

4.1.17. Greater Coordination with the RVMPO (JC ref 2.19). The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

4.1.17.1. Prepare the Conceptual Transportation Plans identified in Section 4.1.7.

4.1.17.2. Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 4.1.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.

4.1.17.3. Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and

4.1.17.4. Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

Finding: The RVMPO Technical Advisory and Policy Committees determined that Conceptual Plan CP-5/6 complies with the Regional Plan Part 3- Goals, Policies and Potential Actions. The MPO voted to endorse CP-5/6 and to support its implementation.

Conclusion 4.1.17: Complies.

4.1.18. Future Coordination with the RVCOG (JC ref 2.20). The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

Finding: The CP-5/6 Concept Plan was prepared in collaboration with the RVCOG.

Conclusion 4.1.18: Complies.

4.1.21. Park Land (JC ref 2.17). For purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.

Finding: The City is updating its Parks and Recreation Element and has incorporated the recommendations of a parks consultant to identify Community and Neighborhood parks in the Conceptual Plan. The park land is factored into the land use distributions referenced in Section 4.1.8.2

Conclusion 4.1.20: Complies.

4.1.22. Buildable Lands Definition (JC ref 2.18). Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0025(2) and other local and state requirements.

Finding: The City is updating its Land Use Element and has used the definition of buildable lands consistent with OAR 660-008-0025(2) in the preparation of this Conceptual Plan.

Conclusion 4.1.22: Complies.

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